

Safe Pathways Projects PERFORMANCE CRITERIA

Safe Pathways to School is one of three Sub-strategies focusing on the Sales Tax Expenditure Plan's goal to reduce school related congestion and provide safe access to schools. Safe pathways projects will implement safety improvements around schools in conjunction with the Safe Routes to Schools Program, including sidewalk improvements, safer crosswalks and crossings, bicycle and pedestrian safety improvements, and speed reduction measures.

All projects will come from approved Safe Routes Plans, which will reflect the support of school officials and staff, parents, and children, and will be evaluated based on the following performance criteria. The Expenditure Plan lays out the performance criteria on Page 24 to be used to prioritize safe pathways projects.

Definitions of the performance criteria are:

1. *Relieves an identified safety or congestion problem along a major school route:*

Along a major school route. A "major school route" is defined as a route that includes at least one designated school zone.

Relieves an identified safety problem. A safety problem – and a relief of the problem – is generally identified in three ways. First, a route or a crossing may have a history of high accident rates, which may be reduced by safety improvements. Second, a route may pose a specific safety problem regardless of its overall accident history, such as an area without sidewalks. Third, the safety problem may be perceived by potential users and can be resolved by modifying the conditions.

Relieves an identified congestion problem. School related congestion problems generally include traffic circulation problems at school entrances and drop off areas. Improvements to traffic circulation patterns and the estimated reduction in drop off time can be used to measure the congestion relief improvements. Reducing the number of students being driven to school will also relieve congestion problems.

2. *Completes a "gap" in the bicycle and pedestrian system along a major school route:*

Along a major school route. A "major school route" is defined as a route that includes at least one designated school zone (same as for Criteria 1).

Completes a "gap" in the bicycle and pedestrian system. A "gap" in the bicycle and pedestrian system and a project completing the gap could be

identified in *Marin County's Bicycle Master Plan* and the Marin's city and town *Bicycle Master Plans*. The school's *Safe Routes Plan* (if available) is another source for identification of gaps and a measure the magnitude of the gap, as marked by the project's priority in the *Plan*.

3. Maximizes daily use by students and others:

Maximizes daily use. The project's impact on increasing daily usage can be estimated by pedestrian and bicyclist current and future use of the route. The increase should be considered in the context of current usage because the net might be the same for two pathways/roads while their starting points are different. The selection process might need to consider whether students and residents would benefit more from 1) making an already bike/pedestrian friendly route even more accommodating; or 2) improving a route that is not currently suitable for bike/pedestrian use at all.

Current non-motorist usage can be measured by manual non-motorized user counts. Future non-motorist usage can be estimated by examining potential demand for pedestrian and bicyclist facilities, based on characteristics of the surrounding school population and other environmental factors, such as topography and the quality of connecting facilities.

4. Attracts matching funds:

Opportunities for Matching Funds. Measure A provides a limited amount of funding for projects in Marin County. By obtaining matching funds, a project can be implemented with fewer Marin County tax dollars, freeing those dollars to be used on other projects. Measure A investment would also be maximized if a project could be incorporated into Measure A Regional and Local Roadway projects or other community capital improvement projects. The safe pathway projects that have the ability to attract matching funds would score higher.

Both the absolute amount of matching funds and their percentage of project cost should be considered to show their full impact. Also, a project with committed funding would score higher than a project that contains "planned" funding.

5. Respects geographic equity:

Geographic Equity. Measure A funds will be distributed throughout the County over the life of the Measure A program. Both the total project cost and cost per number of children, within the context of timing of the project, should be taken into account to ensure that the funds respect the TAM planning areas and geographic equity.